

Cincy Vision Zero 2020/2021

The Department of Transportation and Engineering's (DOTE) 2020/2021 Vision Zero program focuses on improving safety for Cincinnati's most vulnerable street users – pedestrians. The 2020/2021 program emphasizes improvements in school zones, recreation areas, neighborhood business districts, and known high-volume pedestrian crash corridors. The program will also pilot several new types of infrastructure.

Over 250 projects citywide are slated for design and construction in the coming months. Many of these projects will begin construction in 2020. However, due to COVID-19's impact on staffing, some projects will not be able to begin until 2021. Outlined below are more details about the program for 2020/2021.

Schools and Recreation Areas

Targeting schools, recreation centers, and recreation areas such as ballfields and playgrounds ensures that the City of Cincinnati is doing its best to create and maintain safe travel routes for children and young people.

DOTE is working with the Ohio Department of Transportation (ODOT) and Cincinnati Public Schools (CPS) to develop an updated Safe Routes to School Plan that will ensure both the City of Cincinnati and CPS are eligible to apply for federal and state Safe Routes to School funding beginning in 2021.

Throughout 2020 and 2021, DOTE will review areas near schools and recreation areas to determine the need for possible safety improvements. Some possible improvements include:

- New marked crosswalks
- Restriped crosswalks
- Converting existing longitudinal crosswalks to high visibility “zebra” crosswalks
- Sidewalk bump outs to increase visibility and shorten the crossing distance for pedestrians
- Advanced warning signage where the speed limit drops from 35mph to 20mph in school zones
- Updated school zone signage
- Updated crosswalk signage
- School zone flashers
- Street lighting

DOTe will also pilot three new types of infrastructure near schools and recreation areas.

Raised crosswalks - Raised crosswalks increase visibility of pedestrians in the street, and function as a low-speed road hump to calm traffic.

Reflective blades on signposts - 5-foot-long reflective blades will be added to crosswalk signage posts to draw further attention to the crosswalks.

The LightPath System - The LightPath system projects light across a crosswalk when triggered by a pedestrian, ensuring the pedestrians are highly visible to drivers in the early morning and late evening hours.

Neighborhood Business Districts

Neighborhood business districts (NBD) are the most pedestrian-heavy areas in Cincinnati. Targeting improvements in NBDs will ensure the City will receive the greatest impact and the most people will benefit from limited available resources. Within these corridors, DOTE will:

- Restripe faded crosswalks
- Convert all longitudinal crosswalks to high visibility “zebra” crosswalks
- Add lighting to crosswalks with insufficient lighting

DOTe will also pilot three new types of infrastructure in NBDs.

Speed limit pavement markings - These 6-foot-tall markings (“25 MPH”) will be installed at the entrance of NBDs. The goal is to ensure motorists are aware of the reduction in the speed limit in these areas.

Blankout no-right-turn-on-red signage - These electric signs can be triggered by pedestrians using the crosswalk. When activated, the signage will alert drivers that they are not able to turn right during the pedestrian crossing phase. When not activated, the signs will remain blank meaning vehicles can turn right on red in these areas.

Leading Pedestrian Intervals - When a Leading Pedestrian Interval (LPI) is added to a traffic signal, the pedestrian is given a three-second head start to cross the intersection, before turning cars receive their green light. This results in the pedestrian being in a much more visible location in the intersection as motorists are turning across the crosswalk. LPI’s have been shown to reduce pedestrian-vehicle collisions as much as 60%. LPIs will be tested at locations with a higher than average number of citizen complaints about turning vehicles not yielding to pedestrians.

High-Crash Corridors

DOTe has evaluated crash data from 2016 to 2019 to determine corridors that have had the greatest number of crashes involving pedestrians. Using this data, DOTE will target the

identified high-crash corridors to implement safety improvements. Within these corridors DOTE will:

- Restripe all faded crosswalks
- Install pedestrian countdown signals where not already installed
- Retime pedestrian signals to current standards, giving pedestrians more time to cross the street
- Install yield markings and signage at unsignalized crosswalks
- Add lighting to crosswalks with insufficient lighting

Going Forward

Additional projects and programs may be added to the scope described above in the coming months. The current list of planned projects and specific locations is available on the Vision Zero website under “Initiatives.”